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PATENTED SEPT. 1, 1908.

P. & J. BRAEN.
AMUSEMENT APPARATUS.
APPLICATION FILED JAN. 24, 1908.

2 SHEETS—SHEET 1.

Fig. 2

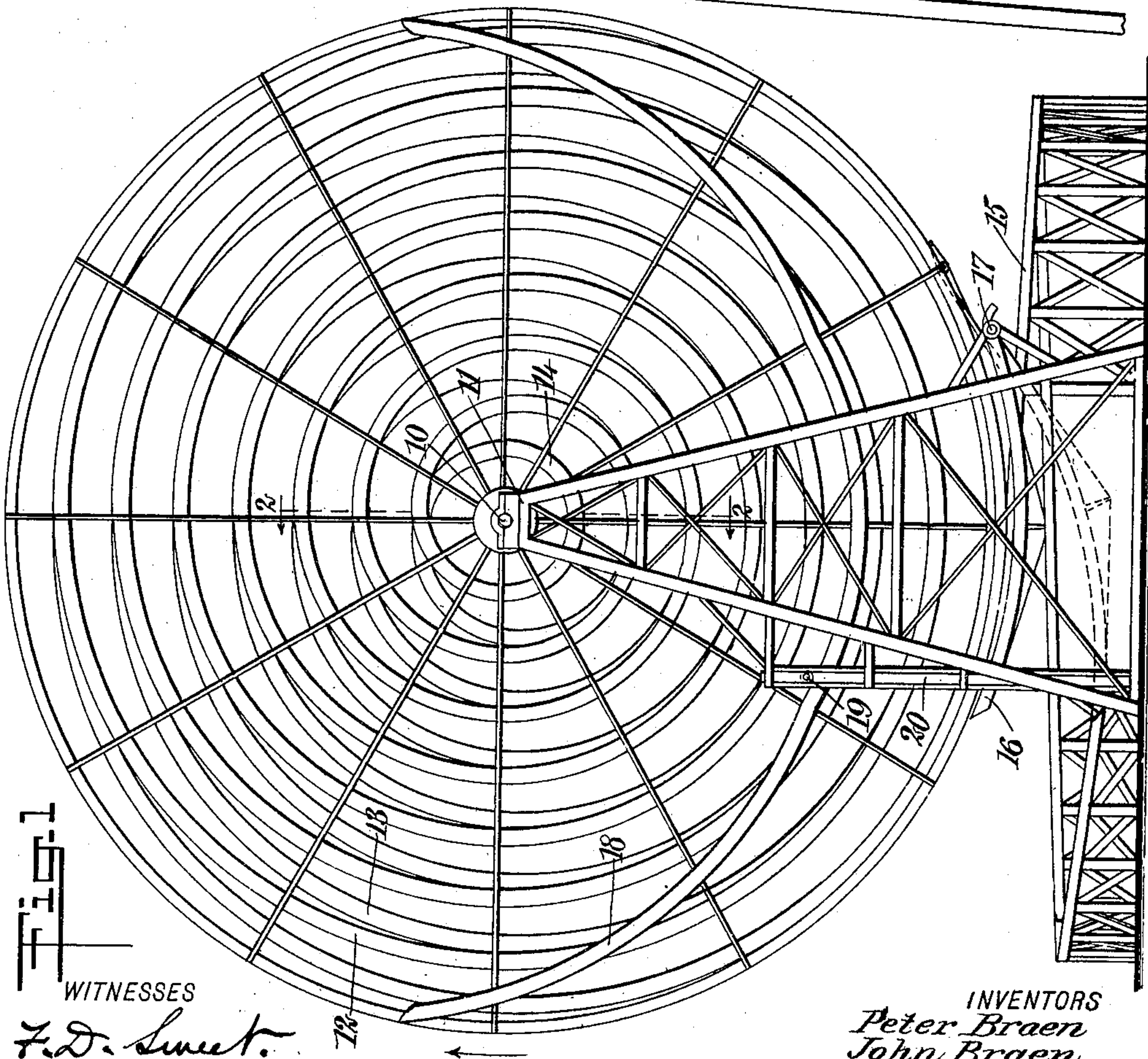
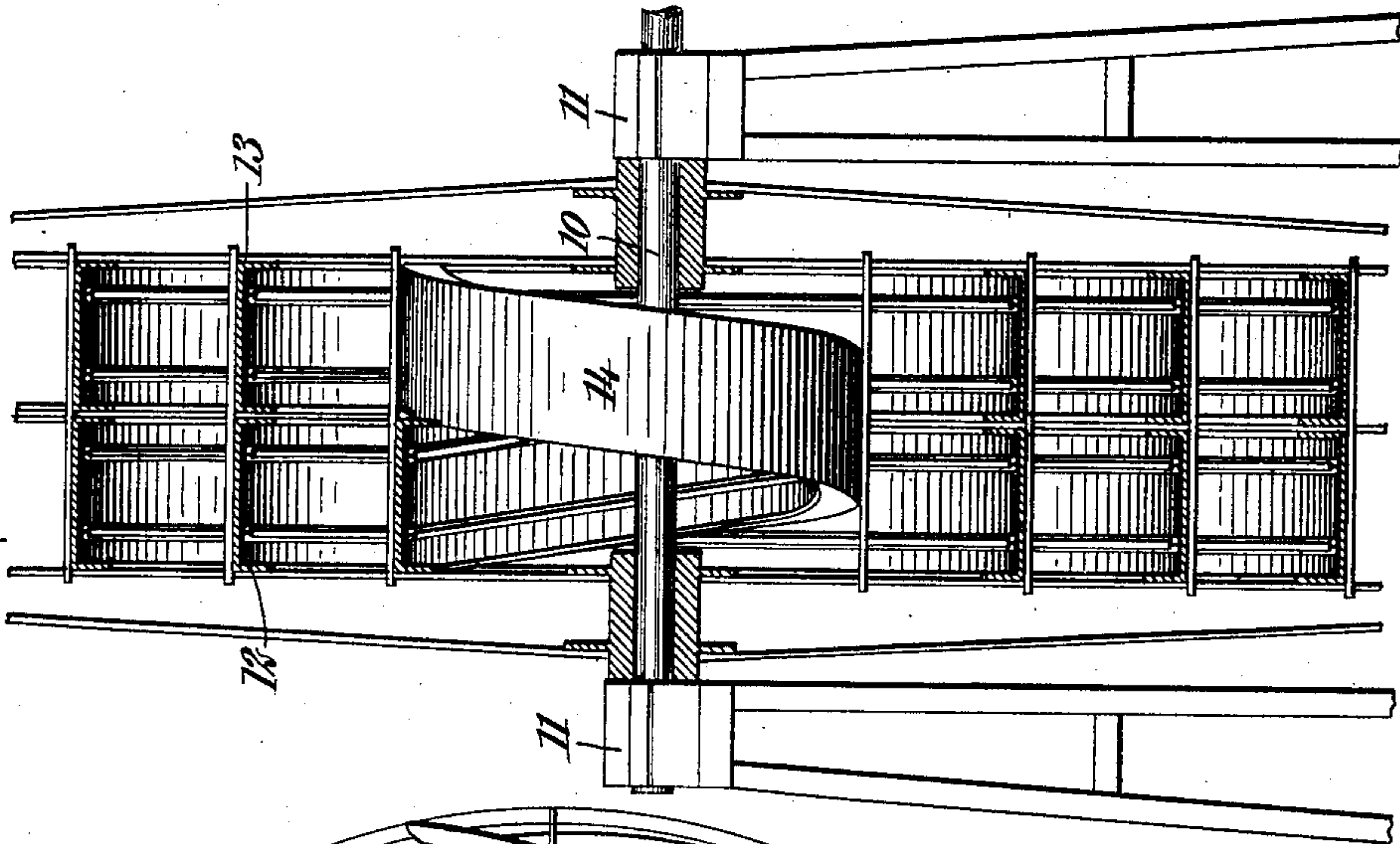


Fig. 1

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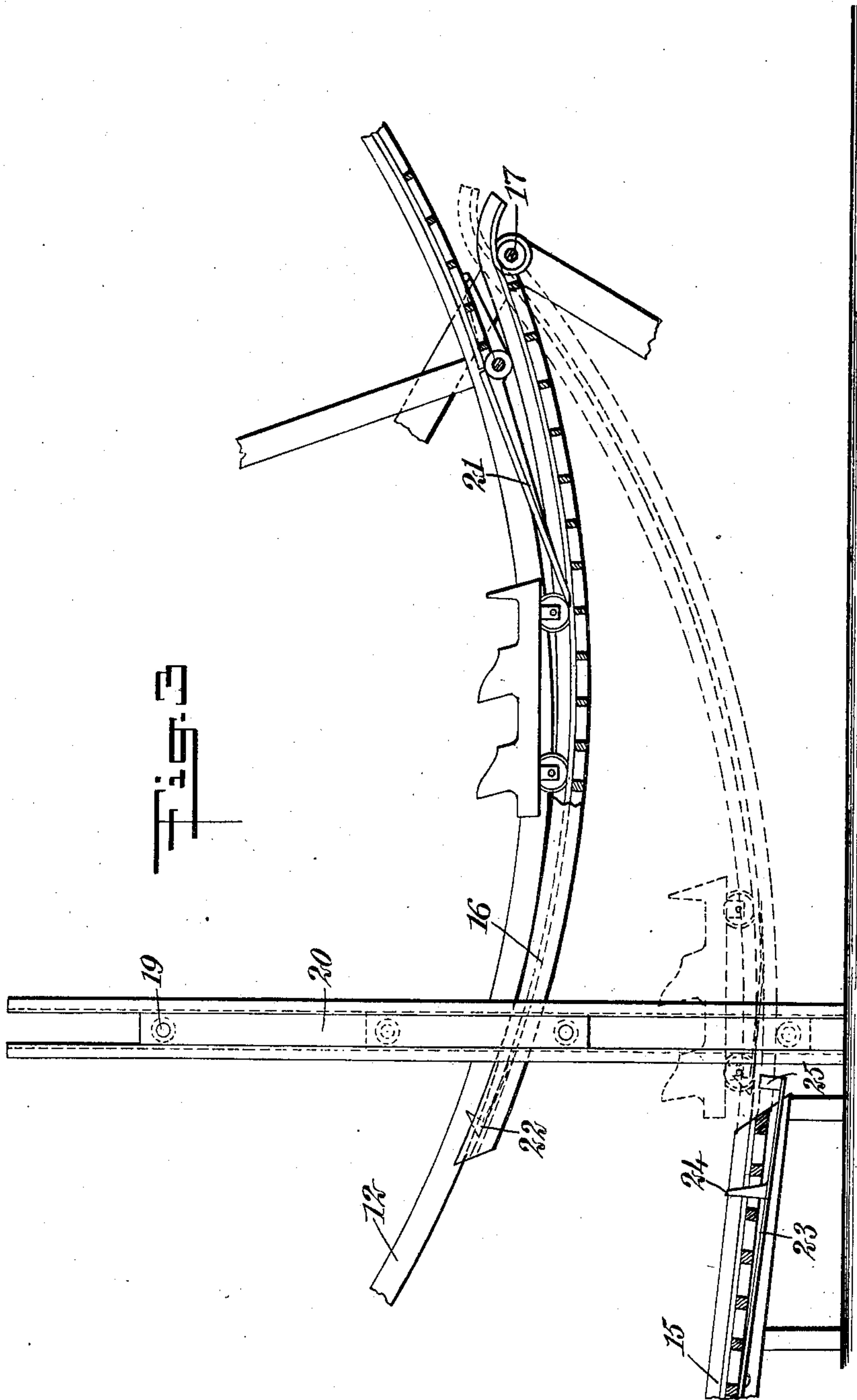
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UNITED STATES PATENT OFFICE.

PETER BRAEN AND JOHN BRAEN, OF NORTH PATERSON, NEW JERSEY, ASSIGNORS OF
THREE-FOURTHS TO CHARLES D. BUNNELL, OF BROOKLYN, NEW YORK.

AMUSEMENT APPARATUS.

No. 897,710.

Specification of Letters Patent.

Patented Sept. 1, 1908.

Application filed January 24, 1908. Serial No. 412,411.

To all whom it may concern:

Be it known that we, PETER BRAEN and JOHN BRAEN, citizens of the United States, and residents of North Paterson, in the county of Passaic and State of New Jersey, have invented new and useful Improvements in Amusement Apparatus, of which the following is a full, clear, and exact description.

This invention is an improvement in amusement apparatus of the character disclosed in Letters Patent Number 820,346, granted to Charles D. Bunnell, May 8, 1906, and in connection with which our improvements are especially adapted to be used.

The object of the present invention is to provide, in combination with a wheel, or other similar device, having reversely arranged spiral tracks connecting at the center of the wheel, or other similar device, means for automatically transferring a car or the like to one of the tracks as it is discharged from the other track, whereby the car may be made to repeatedly travel through the wheel as the latter revolves.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a front elevation of our improved apparatus complete; Fig. 2 is an enlarged sectional view on the line 2—2 of Fig. 1, and Fig. 3 is a fragmentary view of the transferring mechanism on an enlarged scale and partly in section.

We preferably use our improvements in connection with the amusement apparatus above referred to, or other similar device, which, generally stated, consists of a wheel having an axis 10, revoluble on suitable towers or supports 11, and provided with spiral tracks 12 and 13, which we will term for convenience the entrance and the discharge tracks, the said tracks being connected together near or at the center of the wheel by a switch 14. Conjointly with this apparatus is our improvement, which includes a fixed inclined track 15, looping about from the discharge track to the entrance track underneath the wheel and provided with a tilting transfer table 16, which is fulcrumed at one end on an axis 17, and is preferably beveled off or formed with a shoulder at its opposite and free end, to engage and be supported by the fixed portion of the track when connected therewith.

Attached to the front side of the wheel is a curved rail or cam 18, arranged eccentric to the axis 10 and is adapted to engage, as the wheel revolves, with a roller 19 carried by a slide 20, the latter being attached to the transfer table 16 and slidably contained in suitable guides carried by the frame work.

The outer ends of both the entrance and discharge tracks are provided with extensions 21, best shown in Fig. 3, which have a limited pivoted movement and are respectively adapted to contact and register with the transfer table and the elevated portion of the fixed track, as the wheel revolves.

The transfer table as shown is curved in a vertical plane to provide it with a depressed center, which tends to prevent the car from passing therefrom as it is received from the fixed track, and is also provided with a spring stop 22, which positively prevents the car from leaving the free end of the table, as illustrated in dotted outline in Fig. 3.

At the point of junction between the fixed inclined track and the transfer table, a spring arm 23 is secured, which is provided with an upwardly projecting stop 24, and with a contact block 25 at a point therebeyond, which is designed to be depressed by the weight of the transfer table as the latter drops, and carry with it the stop 24. This removes the stop from the path of the car and permits it to pass from the fixed inclined track to the transfer table, when these parts are in register.

In the operation of the apparatus, as the wheel revolves, a car on passing down the track 15 will, if the transfer table is in register therewith, run therefrom and be prevented from moving from the same by the stop 22. As the cam 18 engages the roller 19 and elevates the free end of the table, the car, under the action of gravity, is introduced into the entrance track over the extension 21, and will be carried to the center of the wheel where it will be transferred to the discharge track by the switch 14. As the car leaves the discharge track, the opposite extension 21 is in register with the most elevated portion of the fixed track 15, and this permits the car to again travel to the transfer table under the influence of gravity.

While we have shown our improvement as applied to a wheel having two reversely arranged spiral tracks, it is apparent that it may be used in connection with similar

amusement apparatus, also changes in the details of construction from that herein shown and described may be made without departing from the nature of our invention as defined in the annexed claims.

Having thus described our invention, we claim as new and desire to secure by Letters Patent:

1. In an amusement apparatus, a revoluble device having means to cause a car to traverse the same and be discharged therefrom as the device revolves, and means to automatically return said car to said device, whereby it repeatedly traverses the same.

2. In an amusement apparatus, a revoluble device having an entrance track and a discharge track adapted to be traversed by a car, and means for automatically transferring the car from one of said tracks to the other at both ends thereof, as the said device revolves.

3. In an amusement apparatus, a revoluble device having an entrance track and a discharge track, a fixed inclined track leading from the discharge track to a point near the entrance track, and a transfer table for connecting the fixed track with the entrance track.

4. In an amusement apparatus, a revoluble device having an entrance track and a discharge track, a fixed inclined track leading from the discharge track to a point near the entrance track, and a tilting transfer table for connecting the fixed track with the entrance track.

5. In an amusement apparatus, a revoluble device having an entrance track and a discharge track adapted to be traversed by a car, and means operated by said device for

automatically transferring the car from one of said tracks to the other at both ends thereof, as the said device revolves.

6. In an amusement apparatus, a wheel having reversely arranged spiral tracks connected together at the center of the wheel, a fixed inclined track passing from the discharge track to a point near the entrance track, a tilting transfer table for connecting the fixed track with the entrance track, and means carried by the wheel for operating the transfer table.

7. In an amusement apparatus, a revoluble device having an entrance track and a discharge track, a fixed track leading from the discharge track to the entrance track, including a tilting transfer table, and means for elevating the free end of said table by the revolution of said device, for the purpose described.

8. In an amusement apparatus, a revoluble device having an entrance track and a discharge track, a fixed inclined track leading from the discharge track to the entrance track, including a tilting table, a stop at the free end of said table, and a stop in the fixed portion of the fixed table, having means to automatically throw it out of operation as the transfer table connects with the fixed portion of the fixed track.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

PETER BRAEN.
JOHN BRAEN.

Witnesses:

JACOB VEENSTRA, Jr.,
WILLIAM W. DOUGLAS.